

TO : VPA/TPE DATE : 2 April 1973  
FROM : SCR PNH REF. No. : SCR/PNH/73048  
SUBJECT : Monthly Report, March 1973

Please find attached herewith, the Phnom Penh Station Monthly Report for March 1973.

Original Signed By:  
E.J. Griffis  
E.J. Griffis

PWT file

Phnom Penh, Khmer Republic  
Monthly Report  
March 1973

GENERAL

A discussion was held this month between MEDTC and responsible authority at KAF Headquarters and KAF Chief of Maintenance to attempt to determine a practical solution to alleviate the poor operational/ready rate (O/R) of all aircraft - AC-47/C-47 in particular. It was pointed out that a prime contributing factor was the poor attendance record of KAF officers and mechanics. Results of this meeting was quickly forthcoming as there was a marked improvement in attendance of all departments and a definite change of attitude which in turn has slightly improved aircraft availability over preceding month. We have high hopes that this "shot in the arm" will have a lasting affect and not turn out to be a temporary panacea.

Additional results of the meeting is a stepped-up and consistent cleaning program. In the past, the hangars and flight line/ramp area were given a thorough cleaning prior to a VIP inspection and would deteriorate to previous condition after the inspection. Apparently the mechanics were given the word to keep all areas in a presentable appearance at all times, as currently the hangars and flight line are being cleaned at the close of each days operation and all equipment put back in their proper location.

We received badly needed ground support equipment which will enhance our over-all maintenance capability and greatly contribute to lessening aircraft down time. In the past, considerable time has been lost in all department waiting for equipment which was being utilized by another department or was out of commission, and no replacement available; some of this equipment was sent to support requirements of off-station Base.

At the present time there is a total of five (5) U-1A and one (1) O-1D aircraft at Pochentong Air Base whose repair is beyond this stations capability. It will be necessary to decide in the near future what should be done with these aircraft, whether to send out-country for repair or remove from inventory and place with the rest of the hulks - this is necessary in order to create adequate parking space for the additional aircraft expected in the future.

On 17 March 1973, T-28D aircraft 807 was stolen from Pochentong Air Base by a KAF pilot who attempted to drop his bomb load on the Presidential Residence. He missed his mark and bombs hit a barracks adjacent to the Residence, killing and wounding many persons; the whereabouts of the aircraft is unknown. Following this incident, all aircraft were grounded for a period of three (3) days.

One (1) AC-47 aircraft was received from the U.S. this month and more are expected to arrive in April. It is hoped that all aircraft are in as good a condition as this first aircraft; the smoke removal installation is installed and no modification required for mounting guns.

### Aircraft Maintenance - General

Activity resume of C-47/AC-47, T-28, AU-24, O-1D/A, U-1A and T41 programs.

#### C-47/AC-47 Aircraft

The C-47/AC-47 program showed an improvement in all phase of operation and an increase of the operational/ready rate over last month. A total of five (5) engine changes were completed but six (6) aircraft, including four (4) modifications (conversion form R1830-92 to R1830-90D) are still waiting for replacement engines - a total of ten (10) engines.

Maintenance Control was advised earlier in the month to monitor aircraft flight times more closely to avoid bunching up aircraft input for P.E. Inspections - especially AC-47 aircraft. But this proved to no avail as at one time, five (5) aircraft were input for service at same time - consequently, this reflexes on the operational/ready (O/R) rate.

A smoke removing kit was installed in AC-47 aircraft 812 shortly after arrival from Thai-Am. There is still one (1) kit available and will be installed on the next aircraft during P.E. Inspection. There is now a total of three (3) AC-47 aircraft with the kit installed which leaves eight (8) yet to be completed.

#### T-28 Aircraft

This was another slow month for the T-28 program. The total flying hours was less than previous month due to the grounding of all aircraft for three (3) days following the bombing incident on March 17, 1973.

The T.O. compliance regarding the wing spar cap inspection is still in progress and should be completed sometimes in April - there are ten (10) T-28B model aircraft not yet complied with.

The parts problem for T-28B models continue to plague us - at present time seven (7) aircraft are grounded (NORS) for nose wheel assemblies. Unfortunately, the T-28B and T-28D nose wheels are not interchangeable (the fork and axle assemblies would have to be changed), and the possibility of obtaining T-28B parts in this area of the world is nil; consequently, much time is lost waiting for parts to arrive from the U.S.

There is still six (6) T-28D aircraft waiting for gun pod nose sections and 5 aircraft in need of the complete gun pod assembly - follow-up messages have been sent regarding requisitions and hopefully all necessary parts and assemblies will arrive in near future.

#### AU-24 Aircraft

From all reports received the training program at Takli (T05) is going along smoothly and no outstanding difficulties as far as training the KAF personnel is concerned, has been encountered.

There was one incident during a training flight involving aircraft #328 - excessive stress was placed on the aircraft during a turn which damaged the left aileron and caused slight wrinkling to wing skin; the aircraft is now undergoing special inspection. It is suspected that trainee pilot might have inadvertently hit elevator trim button on control stick.

Keeping up with parts requirements at Taklie is still a difficult problem. The majority of the time we do not have the parts in stock, therefore it is necessary to remove (cannibalize) from other aircraft. This is time consuming and difficult due to the fact that cannibalization authorization is more difficult to obtain than in the past due to implementation of new procedures. Also the delivery of parts to Takli is erratic - sending parts via U.S. military aircraft is under consideration.

The President of the Helio Aircraft Company visited Takli and Pochentong Air Base this month and was impressed with the progress of the AU-24 program.

This month KAF experienced a re-shuffling of their chain of command, affecting all grades. This rejuvenation had a decided affect on all personnel as a definite uplifting of morale has been noted.

To further bolster the morale, promotions have been generously passed out in all sections and capacities.

The KAF Maintenance draft procedures were completed during the month and submitted to "COTA" for comments. They will be additionally reviewed [REDACTED] prior to final typing.

#### ADMINISTRATION

A new clerk was interviewed and hired for the SCR Office. After he is oriented to Company Procedures the Planning Advisor [REDACTED] will then spend all of his time at Maintenance Control.

#### PUBLIC RELATIONS

As previously reported the LMAT Personnel continue to adhere to the "Low profile" image as desired by CHMRTC.

#### EMPLOYEE RELATIONS

The morale has deteriorated somewhat among the LMAT Personnel mostly due to the increase cost of living and the temporary cancellation of KAF Supply flights to UTH. The supply flight is important to LMAT in that the station allowance checks and some involve.

Commodities i.e. rice and other staples plus some personal mail was being moved by the flight. During discussion with KAF Headquarters we are hopeful to get the flights on more regular basis in future depending on whether KAF are able to obtain that flight clearances as much trouble in past to obtain. Additionally a plan is now in process to check feasibility of moving Company Mail Pouch via commercial carrier which will solve some problems.

The IMAT morale had a shot in the arm this month due to the re-organization of the KAF Maintenance officers.

The new regime appears more receptive to recommendations than the previous officers. It appears that the KAF are becoming more motivated than in past. The electric shortage remains about the same in the city with slight improvement.

This has an effect on living conditions in this area but to date nothing firm as to when as by who it will be accomplished.

#### FISCAL

Nothing reportable.

#### CUSTOMER RELATIONS

We continue to enjoy excellent relation with the customer and higher echelons of MEDTC. The resignation of our new EBU Advisor Mr. H.L. Parker. After such a short term of employment was accepted in professional style by "COTAS" however, he has again voiced concern over the charging of personnel on the team.

#### SECURITY

On 17 March 1973, approximately 0730L, Khmer Teachers and students were having a meeting at the "Pedagogie" building. Shortly after the meeting has started, two (2) hand grenades were thrown and exploded inside the building. Confirmed reports stated two (2) students died and several persons were injured.

On the same day approximately 1345L, three (3) loud explosions were heard at the vicinity of the Khmer President Lon Nols' residence. Confirmed reports stated that one (1) Khmer Air Force T-28 aircraft tail numbers 807 tried to drop "Napalm" bombs to the Presidents' residence. The bombs missed its target and landed at the Khmer Army barracks. There were nine (9) confirmed dead and approximately more than 200 persons were injured.

It was reported that the Pilot of the T-28 aircraft [REDACTED] After the Pilot dropped the bombs, he was able to escape with the aircraft. Investigation still in progress during this reported period.

#### LEGAL

Nothing reportable.

#### MEDICAL

[REDACTED] was hospitalized on 8 March 1973 with suspected tumor and will be operated within few days as it was necessary for him to regain his strength prior to surgery.

PERSONNEL

LMAT PERSONNEL

Mr. E.J. Griffis (07546) departed for annual leave on 5 March 1973 and reported for duty on 19 March 1973.

[REDACTED] arrived Phnom Penh 1<sup>st</sup> February to meet call order requirement for Q.C. Inspector Specialist reference CQ/SCR/PNH73003. He departed Phnom Penh on 1<sup>st</sup> March 1973.

[REDACTED] arrived Phnom Penh on 20 February 1973 to meet call order requirement for a Publication Specialist reference CQ/SCR/PNH73002. He departed Phnom Penh on 1<sup>st</sup> March 1973.

[REDACTED] departed for annual leave on 30 March 1973.

PERSONNEL STRENGTH

<u>LMAT</u>	<u>PSD</u>	<u>PSA</u>	<u>PSB</u>	<u>LOCAL NATIONAL</u>
	4	0	8	3
<u>CALL ORDER</u>	0	0	1	0
<u>TACAN</u>	0	0	4	0
<u>FLIGHT WATCH</u>	0	0	0	1

TECHNICAL SERVICES

Not applicable - Separate report on Khmer Air Force Technical Services furnish to Customer.

TRAFFICE SERVICES

Not applicable.

MONTHLY FLIGHT TIME

Not applicable - Separate report on Khmer Air Force Flight Time furnish to Customer.

DELAYED DEPARTURE AND CANCELLATION OF FLIGHT

Not applicable.